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Please visit the project website at www.tam.ca.gov, then click on **Projects & Programs – Hwy 101 Greenbrae Twin Cities Project** to review the improvement options, find technical reports and announcements for upcoming public meetings, and learn more about the project. To sign up for the project mailing list, please contact Bill Whitney by email at bwhitney@tam.ca.gov or by phone at **(415) 226-0823**.



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Greenbrae/Twin Cities Corridor Improvement Project

Fall 2010

PROJECT DESCRIPTION

Major Project Milestone Completed

The Transportation Authority of Marin (TAM) and the California Department of Transportation (Caltrans), in cooperation with Marin County, the City of Larkspur, and the Town of Corte Madera, have reached a significant milestone in the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project with the selection of the proposed build project to be studied in the environmental review phase of the project. Through the “Context Sensitive Solution” process with considerable public input, TAM and Caltrans selected the proposed project to be studied in the Initial Study/Environmental Assessment (IS/EA). Please see inside for more details on the options.

Project Overview

The proposed project identifies a series of multi-modal improvements to increase operational safety and address traffic congestion between Tamalpais Drive and the interchange at Sir Francis Drake Boulevard. Currently, the Highway 101 Greenbrae Corridor experiences major traffic congestion during peak periods and is listed as one of the 10 worst corridors for congestion within the San Francisco Bay Area. With future traffic demand expected to increase 40 percent over the next 30 years and given the existing safety issues associated with the closely spaced on- and off-ramps (traffic weaving conflicts between on and off-ramps) between Tamalpais Drive and Sir Francis Drake Boulevard, traffic operations, congestion, and the potential for accidents are projected to worsen significantly within the project limits. In addition, the limited transit and pedestrian/bicycle facilities in the project vicinity decrease mobility and contribute to increased congestion within the corridor.

Project Objectives

The need to balance local and regional traffic and to make improvements on both the freeway and local transportation systems are critical to maintaining safe multi-modal travel options within the Greenbrae Corridor.

The project proposes to:

- Reduce congestion and improve operations on the Highway 101 mainline between Sir Francis Drake Boulevard and Tamalpais Drive.
- Enhance regional and local connectivity for vehicles from I-580 traveling westbound on East Sir Francis Drake Boulevard to southbound Highway 101 and local roads south of Corte Madera Creek.
- Improve local and regional access by separating local and Highway 101 mainline traffic.
- Improve usage and access to local and regional multi-modal facilities.
- Reduce congestion on local roads.





Progress to Date

Using a context sensitive design approach, over twenty improvement concepts have been developed through working with project stakeholders, and gathering public input from three community workshops. Local input suggested that any solution consider:

- Potential impacts on local roads
- Improved bicycle and pedestrian connections
- Tie-ins with bus operations
- Environmental issues and potential impacts

Each of these concepts were evaluated and considered by TAM during the past four years. Based on input from project stakeholders, Caltrans and the technical engineering studies completed to date, the southbound and northbound design options were combined to form the proposed project that will be studied in the environmental review phase of the project. Proposed improvements include:

- **Southbound:** Braided Ramps at Sir Francisco Drake Boulevard on-ramp and Wornum Drive off-ramp
- **Northbound:** Braided Ramps at northbound Wornum Drive on-ramp and Sir Francis Drake Boulevard/Industrial Way off-ramp

Environmental Studies Have Begun

Over the past year, TAM has worked not only to gain consensus on the options to be studied further in the environmental document but has also started the formal Project Development process with Caltrans, the owner and operator of Highway 101 and its interchanges. The first step in this process is completing a Project Study Report (PSR), with approval anticipated this fall by Caltrans. With the PSR nearing approval, the work on the technical environmental studies has begun. In concurrence with the PSR, an Initial Study/Environmental Assessment (IS/EA) will also be prepared during this phase of the project in accordance with the California Environmental Quality Act (CEQA)/ National Environmental Policy Act (NEPA).

Project Funding

In 2003, MTC, Caltrans and TAM included the Greenbrae Corridor in the 2006/2008 Statewide Transportation Improvement Program Cycle, and the need for improvement in the corridor was recognized as a high priority at the regional planning level. In 2004, the Regional Measure 2 Program (\$1 increase on state-owned toll bridges) was approved, providing funds to further develop the improvements. Regional Measure 2 funds transportation projects that are intended to reduce regional and toll bridge congestion.

Related Projects

The proposed project is located on Highway 101 just south of the recently completed Highway 101 Gap Closure Project. The Gap Closure Program is divided into various projects; to date it has closed the HOV lane gaps on Highway 101 through most of Marin County. The Greenbrae Corridor is an integral element of the Highway 101 Gap Closure Project and is designed with consideration of these projects.

In addition, a series of multi-modal transportation projects are currently in various stages of development, including the Central Marin Ferry Connection Multi-use Pathway and Cal Park Hill Tunnel Multi-use Pathway projects. These two improvement projects promote alternative modes of travel to relieve local congestion and provide connections to the Larkspur Ferry Terminal and future SMART station.

Proposed Project Improvements

NORTHBOUND IMPROVEMENTS

- Add auxiliary lane from Tamalpais to Wornum
- Add direct Wornum off- and on-ramps
- Add grade separated (braided) off-ramp to Sir Francis Drake Boulevard (SFDB) over new Wornum on-ramp

SOUTHBOUND IMPROVEMENTS

- Modify SFDB on-ramp to access Fifer Ave./Lucky Dr.
- Add grade separated (braided) off-ramp to Wornum Dr. over SFDB/Fifer Ave. on-ramp
- Add auxiliary lane to Tamalpais Dr.
- Minor improvements to Madera Blvd.
- Add multi-use pathway

NORTHBOUND BENEFITS

- Eliminates highway weave
- Improves local road circulation
- Creates direct Wornum on-ramp
- Maintains connection from Industrial to SFDB
- Improves access to and use of transit, bicycle and pedestrian facilities

SOUTHBOUND BENEFITS

- Addresses future traffic demand
- Maintains Madera Blvd. ramps
- Improves access to and use of transit, bicycle and pedestrian facilities
- Eliminates highway weave at the Fifer Ave./Lucky Dr. off-ramp

